



National Transportation Safety Board Aviation Accident Final Report

Location:	BISMARCK, ND	Accident Number:	DEN87LA062
Date & Time:	03/06/1987, 0900 CST	Registration:	N9025V
Aircraft:	BEECH 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE PLT, WHILE AT CRUISE, DETECTED AN ODOR HE SUSPECTED TO BE OVERHEATED ELECTRICAL WIRING. HE DIVERTED TO A NEARBY ARPT FOR A PRECAUTIONARY LANDING. THE PLT SHUTDOWN ALL ELECTRICAL PWR AFTER COMMUNICATION WITH THE TWR. PRIOR TO LANDING, THE PLT TURNED ON ELECTRICAL PWR TO LOWER THE LANDING GEAR BY NORMAL PROCEDURES. HE ASSUMED THAT THE GEAR WAS DOWN AND LOCKED BUT DID NOT HAVE A POSITIVE INDICATION. THE PLT DID NOT USE THE HAND CRANK TO VERIFY THAT THE GEAR WAS LOCKED. THE GEAR COLLAPSED ON TOUCHDOWN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CRUISE - NORMAL

Findings

1. ELECTRICAL SYSTEM,BATTERY - OVERTEMPERATURE
2. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (C) GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND
4. (C) UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - PILOT IN COMMAND
5. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/07/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5029 hours (Total, all aircraft), 85 hours (Total, this make and model), 4629 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9025V
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TH161
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	11/24/1986, Annual	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5093 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO 520 C
Registered Owner:	JOHNSON CONSTRUCTION COMPANY	Rated Power:	285 hp
Operator:	JOHNSON CONSTRUCTION CO.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BIS, 1677 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0909 CST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Thin Broken / 25000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-3 °C / -6 °C
Precipitation and Obscuration:			
Departure Point:	FARGO, ND (FAR)	Type of Flight Plan Filed:	None
Destination:	SPEARFISH, SD (SPF)	Type of Clearance:	None
Departure Time:	0723 CST	Type of Airspace:	Class G

Airport Information

Airport:	BISMARCK MUNICIPAL (BIS)	Runway Surface Type:	Asphalt
Airport Elevation:	1677 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	8788 ft / 150 ft	VFR Approach/Landing:	Precautionary Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROBERT B COLLINS	Report Date:	05/02/1988
Additional Participating Persons:	CLARK EDWARDS		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).